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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	Poland	REPORT NO.	<input type="text"/>	25X1
SUBJECT	1. Imposition of Flight Restrictions After the Escape of the Second MIG Pilot 2. Miscellaneous Air Information	DATE DISTR.	4 September 1953	
25X1 DATE OF INFO.	<input type="text"/>	NO. OF PAGES	2	
PLACE ACQUIRED	<input type="text"/>	REQUIREMENT NO.	<input type="text"/>	25X1
		REFERENCES		

- 25X1 1. To all appearances, Polish Air Force units were moved further inland from the coast after the successful flight of the two MIG pilots. This was done in order to prevent further escapes. It is said that the fuel supply cannot be cut down any more, for the pilots have scarcely a 15-minute supply; this is already near the danger line, especially on a long flight. When news was received of the pilots' escape, all air force flights were cancelled until further notice, at least along the coast. This prohibition lasted two weeks. Now jets have been seen flying there again, but the pilots are said to be Soviet.

- 25X1 2. Additional restrictions in the use of jet aircraft by Polish pilots are expected. the following regulations, among others, are in effect at present:

- Fuel is provided only for flights of 15 minutes' duration.
- Flights may not take place with single aircraft, but only in groups of three planes.
- Flights may not take place closer than 30 kilometers from the Baltic Sea Coast.
- Flights must take place at such heights that the aircraft can be observed by radar during the entire time.

Should any pilot commit an infraction of the regulations cited in subparagraphs c. and d. above, the two other pilots in the group should warn him and, if this does not lead to a correction of the infraction, shoot him down.

3. In the Polish Air Force, the following types of jet planes are in use at present (at least in flight officers' schools): MIG-15, MIG-15 BIS, and YAK-21 (or possibly 23).

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4. The influx of officer candidates to the air force has increased and it is at present thought that the officers' schools are hardly able to take all of them. In spite of this, flight units (the air force will be organized into eight air divisions during 1953)² are said to lack officer pilots. This is explained by the high percentage of students at officers' schools who are dismissed for political reasons.
5. The youth organization ZMP was reorganized in the fall of 1952 and received then a clear position as a support organization for the air force in the matter of popularization and preparation of youth for positions or conscript service in the air force. The ZMP is striving at present primarily to put into operation at least three camps for glider training in each province. Certain provinces, such as Kielce, Lodz, Poznan, and Wroclaw (Breslau), already have six to eight such camps. In addition, there are already in each province at least two centers for training in parachute jumping for young boys and girls.

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Comments:

1. After the first pilots escape, Polish pilots were prohibited from flying closer than 20 kilometers to the Baltic coastline. Prior to this time they were allowed to fly over the coastal region and also out over the Baltic.
2. The Polish Air Force is believed to consist of seven divisions at the present time.

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